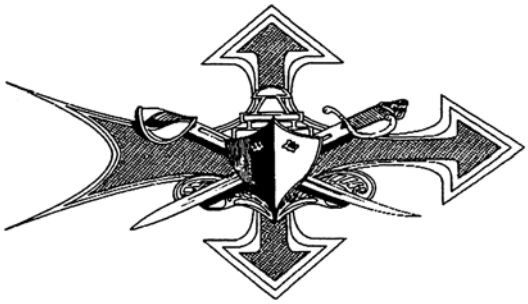
SHIPS' SAFETY BULLETIN

Prepared by Naval Safety Center
RAdm. Stephen A. Turcotte, Commander
Steve Scudder, Editor
(757) 444-3520 Ext. 7115 (DSN 564)
e-mail: sscudder@safetycenter.navy.mil
Homepage:
http://www.safetycenter.navy.mil
Fred Klinkenberger, **Writer**
HMCS(SS) Brett A. Darnell, **Layout**



JULY - SEPTEMBER 2002

Suggested routing should include CO, XO, department heads, division officers, CMC, CPO mess, petty officers' lounge, work-center supervisors, and crew's mess.
Blanks provided for initials following review:

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Passive Consent And Speaking Up for Safety!

By LCDR Dan Spagone, Naval Safety Center

Have you ever seen someone senior to you watch an unsafe act and turn his or her head and walk away?

When you're a supervisor who doesn't speak up, someone can get hurt. We all make decision and take calculated risks every day. That's what operational risk management (ORM) is all about. Can you remember when you last took a calculated risk that resulted in a mishap or a near mishap? Did you report it or did you remain silent to avoid embarrassment?

Your silence might inadvertently have set the stage for a more serious mishap. Even if you avoided injury or equipment damage this time, the people you didn't inform might not be so fortunate next time.

Whenever a Sailor sees us do something wrong, or make a bad decision, and we don't speak out and correct it, we give passive consent for that Sailor to do the same thing.

People can be very strange: we show remarkable concern for the safety of our family, yet we pay little mind to our personal safety and that of our shipmates.

As supervisors, our actions often speak so loud that they drown out our words. Good leadership requires that in all things we must observe, correct, and inform others. When we cover up or gloss over an unsafe condition, act, or equipment problem, we may be directly contributing to an unfortunate, uninformed shipmate's pain.

Mishap report analysis indicates that few injuries could have been prevented by mechanical means. The principal cause is usually human error or behavior. People take too many chances, are inattentive, or just don't follow safety precautions. The bottom line is we don't use any form of risk management.

The ball is in your court. You, the supervisor have the experience and the training to do the right things correctly. Now you must speak up for safety!

NavSafeCen Point of Contact:
LCDR D. Spagone
(757) 444-3520, Ext. 7106 (DSN 564)
E-mail: dspagone@safetycenter.navy.mil

Q: Do we have to replace the freon gauges when we convert from R12 to R134a?

A: No, you can replace them, when they become OOC with R134a gauges. But, you must have a photo engraved pressure/temperature chart posted.

Are You Qualified?

By LCDR Leo Murphy,
Naval Safety Center

Have you achieved the personal qualification standards for your primary or collateral duties? If not, why?

The Navy relies on Sailors using the Personnel Qualification Standards (PQS) program to attain minimum competency levels for specific duties. PQS sets the framework for achieving required knowledge for watch-standing and duties critical to a ship's safe and secure operation. PQS also standardizes these qualifications, facilitates their achievement and documents their accomplishment.

For more PQS information, visit the web site at https://wwwcfs.cnet.navy.mil/pqs/. This web site has not only program information but also a list of effective PQS. For more specific information, contact the PQS development group at n741.pqs@cnet.navy.mil.

NavSafeCen Point of Contact:
LCDR D. Spagone
(757) 444-3520, Ext. 7106 (DSN 564)
E-mail: afloat@safetycenter.navy.mil

Don't Become Your Own Grounding Probe

By ETC(SW) Leon DuPlantier,
Naval Safety Center

Grounding probes are often overlooked, and recent surveys have uncovered minor probe discrepancies that should be of major concern.

MIP 3000 includes a semi-annual shorting probe check that requires soldering the electrical clip section--where the clip screws to the ground strap. This prevents the screw from backing out and resulting in conductivity loss between the clip and ground strap. You can fill the bottom of the probe with RTV or insert a nylon screw and cut it off flush so it cannot be removed. Any other discrepancy, such as cracked insulation, requires you to replace your probe

New probes often come from the manufacturer without the RTV or nylon screw installed or with the clip screw unsoldered. Use the MRC and conduct the PMS before putting the grounding probe in service. Don't let an unsafe shorting probe turn you into electricity's path to ground.

NavSafeCen Point of Contact:
ETC(SW) L. DuPlantier
(757) 444-3520, Ext. 7117 (DSN 564)
E-mail: lduplantier@safetycenter.navy.mil

Is Your Safety Program Effective?

By CWO4 Tony Evans,
Naval Safety Center

The command's safety program provides commanding officers with safety-related information on personnel, material and training. This information leads to informed decision-making about mishap prevention.

The safety council is the keystone for the command's safety program. The safety council meets quarterly and all members must share a sense of common purpose. The safety council must review safety-related information gathered by the safety officer and the enlisted safety committee: internal reports, inspections, and information from publications, casualty reports, injury statistics, and lessons-learned reports.

If the commanding officer is surprised by the results of a survey—or finds that a mishap could have been prevented—that command's safety program is less than 100-percent effective and requires some fine-tuning.

NavSafeCen Point of Contact:
CWO4 T. Evans
(757) 444-3520, Ext. 7113 (DSN 564);
E-mail: tevans@safetycenter.navy.mil

Q: "Where does it say that main medical sickbay is required to physically have a fixed or portable eyewash station located in the space? We flush our patients eyes with 0.9% normal saline."

A: Paragraph B09508(f) of OpNavInst. 5100.19D requires a fixed or portable eyewash station in the dark room, flammable materials issue room, medical, dental, chemical laboratories, and other areas where corrosive materials are present.

Safety Chains and Hatch Securing Pins!

By LCDR Dan Spagone,
Naval Safety Center

Ladders, hatches and scuttles can be very dangerous. Safety devices have been designed and are installed to protect us from pain and injury. These devices must be maintained in top condition. If this isn't done properly, serious injury or death may result.

Mishap ~ A PO1 was transiting through a scuttle and placed her left hand on the scuttle for balance. As she passed through the opening, the scuttle dropped on her hand.

Mishap ~ An E-3 was coming up the trunk from the lower boatswain's locker when he grabbed an unsecured chain connected to the supporting hatch. Since the hatch was unsecured, it fell on his hand.

Mishap ~ A PO3 attempted to climb a vertical ladder and open an access hatch with his hands full of sodas and ice cream bars. He lost his grip and balance and fell 10 feet to the deck below.

Mishap ~ During heavy seas, a PO3 opened and raised a scuttle to lower himself through the hatch. The scuttle was not pushed forward enough for the single self-locking hinge to secure. As the ship rolled, the hatch closed on the PO3's hand.

During afloat safety surveys, we routinely notice safety chains, hatch stanchions, ladder handrails, and scuttle locking-devices are not given the emphasis they deserve and are not being maintained according to PMS.

Some of the most common problem areas noted are:

(1) Safety chains and stanchions missing. Even around hatches that remain open.

(2) Safety chains are attached to stanchions using line, twine, or wire instead of the approved attaching devices.

(3) Handrail ladder pins are missing or bolts are installed.

(4) Hatch locking mechanisms are not attached or just not holding the hatch or scuttle in place as designed.

(5) Latching mechanisms for folding ladder chutes are missing or not properly adjusted. Often the ladder chutes are secured using marlin or other small stuff.

These are the most common discrepancies the afloat safety survey team is finding. If you find discrepancies on your ship, you need to take corrective action immediately.

NavSafeCen Point of Contact:
LCDR D. Spagone
(757) 444-3520, Ext. 7106 (DSN 564);
E-mail: dspagone@safetycenter.navy.mil

If The Shoe Fits, Wear It!

By ETC(SW) Leon DuPlantier,
Naval Safety Center

Recent safety surveys have shown electrical safety shoe requirements for Sailors working around high voltage electricity are not being met. Shipboard personnel often are unaware of paragraph B1203b(2)(b) of OpNavInst. 5100.19D, which mandates wearing safety shoes with special soles to guard against shock while performing electrical work. These shoes must be provided to EM's, ET's and other personnel working around high voltage.

Commands must provide electrical-safety shoes to those Sailors needing them, and supervisors are responsible for ordering them through the supply system. Stock information is available on the Safety Center's website, in Appendix B12-A of OpNavInst. 5100.19D or you can contact your command's supply office for more information.

NavSafeCen Point of Contact:
ETC(SW) L. DuPlantier
(757) 444-3520, Ext. 7117 (DSN 564);
E-mail: lduplantier@safetycenter.navy.mil

Q: Where can I find replacement rubber boots for the toggle switch on the galley sanitizer.

A: You can order replacement rubber boots for the galley sanitizer usng national stock number (NSN) 593-00-644-0110.

Bag It!

By DCC(SW) James Cash,
Naval Safety Center

During a recent ship safety survey, I ran across four Sailors trying to carry a compressed gas bottle down a ladder. The bottle weighed about 200 pounds, and the working party had absolutely nothing with which to secure or hold the cylinder. This could have lead to serious injury, equipment damage, or possibly even death from being crushed. Training and using bottle-bags avoids such dangerous acts.

The bags have four handles to distribute the weight evenly among four Sailors. Your fleet maintenance activity (FMA) can manufacture bags with a 350-pound, or greater, capacity using NavSea drawing no. 803-5959260, or you can open-purchase 350-lb. bags from Anjon Custom Containers. The company point of contact is John Besecker at (800) 345-5813 or (304) 492-5174 or by e-mail at "thedolphingrp@citilink.net." When ordering by phone, use order #8001-595-9260-02R.

There is PMS coverage for bottle-bags. The MRC is on MIP 5736/001-49. Maintenance is a situational requirement (R-3) and requires:

- Inspect the hoisting loop for tears, frayed threads, broken stitches, cuts, burns, acid damage, abrasions, punctures, snags, and tensile breaks.
- Inspect the bag for worn areas, tears, cuts, and broken stitches.
- Inspect all buckles for deformation or cracks. Ensure buckles fasten securely.

If you have compressed gas bottles onboard, bag them.

NavSafeCen Point of Contact:
DCC(SW) J. Cash
(757) 444-3520, Ext. 7119 (DSN 564);
E-mail: jcash@safetycenter.navy.mil

Q: "Are there any flammable liquid storage cabinets that we can order through the supply system or GSO?"

A: Sorry shipmates, the answer is, "No," you have to get them open purchase. You can find the list of NAVSEA-approved cabinets in table 670-4.1 of NSTM 670.

What Do You Look For In A Rubber Expansion Joint?

By GSCS(SW) John Davis,
Naval Safety Center

During recent safety surveys, we have noticed expansion-joint damage. Expansion joints compensate for differing axial and lateral movement, depending on the size of the joint and the number of arches or corrugations built into the joint. Exceeding design limitations shortens the joint's material life. Normal pipe movement from thermal expansion may be in such a direction that it places additional stress on a joint installed in a previously misaligned system. You should never install expansion joints to compensate for inadequate pipe support devices. In fact, the Navy prohibits forcing misaligned pipes into position.

Inspect all rubber expansion joints quarterly, giving special attention to large-diameter, rubber expansion-joints installed in the sea connections to and from the main condensers. Visually examine existing expansion joints' outer covers for cracks. Shallow cracks in the cover that do not expose the reinforced fabric are not considered serious enough to warrant replacing the joint. However, if reinforcing fabric is torn, cut or otherwise degraded, you should replace the expansion joint as soon as possible. If reinforcing fabric is merely exposed and shows no tears, cuts, or doesn't appear otherwise degraded, the joint can remain in service but should be replaced during the ship's next restricted availability or overhaul period. Meanwhile, you should inspect all replacement expansion joints for cuts, gouges, and other damage that exposes the reinforcement fabric.

Check your expansion joints and replace those that are damaged before you become that Sailor the fleet reads about in a summary mishap message.

NavSafeCen Point of Contact:
GSCS(SW) J. Davis
(757) 444-3520, Ext. 7114 (DSN 564);
E-mail: jdavis@safetycenter.navy.mil

Are Four-Legged Chairs Authorized?

By LCDR Leo Murphy,
Naval Safety Center

What!? That was my first thought when I read the question from our website's question feedback. My second thought was to guess four-legged chairs are better than three-legged chairs. But seriously, if someone took the time to ask the question, I am sure others were wondering, too. Besides, I have found plenty of unauthorized furniture items—like plastic trashcans--aboard ships while conducting afloat safety surveys. What's that--you didn't know plastic trashcans were unauthorized for shipboard use? Come on—really!? Refer to Section 1, Article 670-1.4.2(h) of the Naval Ships Technical Manual (NSTM), Storing, Handling, and Disposal of Hazardous General-Use Consumables, to read more about this. Meanwhile, I will save information about this for another article.

Everything brought aboard ships must be approved, including furniture, bedding, laundry-and-dry-cleaning equipment, and food-service equipment. I was pleased to find the correct answer to the four-legged chair question on the Naval Surface Warfare Center (NSWC), Carderock Division's habitability section web page at http://www.dt.navy.mil/code97/9780/9783hp.html. At this site you will find catalogs listing technical and procurement data for laundry and dry-cleaning equipment, food-service equipment, and shipboard furnishings including bedding. Each item is described with individual data sheets providing detailed equipment and ordering information. Parts of the website are still under construction; but, from what I've seen there is plenty of information already available.

The next time you wonder if four legs are better than three, check out the NSWC site.

NavSafeCen Point of Contact:
LCDR D. Spagone
(757) 444-3520, Ext. 7106 (DSN 564);
E-mail: afloat@safetycenter.navy.mil

Can You Get Out, Or Is Your Route Blocked?

By GSCS(SW) John Davis,
Naval Safety Center

Escape scuttles are installed in flush hatches (where specified) in areas such as flight decks, cargo decks, hangar decks, passageways, or other high-traffic areas requiring a flush deck to eliminate trip hazards or to maintain a smooth trucking surface. Flush, 25-inch-diameter scuttles are also installed in bulkheads, where required, to provide emergency egress routes from a compartment.

Make sure escape scuttles never are blocked by equipment or boxes. Never lock escape scuttles so they cannot be opened from the inside. Install a label plate on the top of all escape scuttles--the plate, with one-inch red letters, should state,

"WARNING--ESCAPE SCUTTLE--DO NOT OBSTRUCT OR BLOCK."

Walk along your escape route and remove all items that are—or in an emergency could be-—blocking the scuttle, and do it before you become that Sailor we read about in a summary-of-mishaps message.

NavSafeCen Point of Contact:
GSCS(SW) J. Davis
(757) 444-3520, Ext. 7114 (DSN 564);
E-mail: jdavis@safetycenter.navy.mil

For more info:
Refer to NSTM 600, GSO 602J, and paragraph C0102g of OpNavInst. 5100.19D

Make Sure You Have Towing-Padeye Weight-Test Data

By BMCS(SW/AW) Danny Tidwell,
Naval Safety Center

During safety surveys I have discovered numerous ships are missing weight-test data for towing padeyes. Here is what I have been telling them: According to General Specifications for Overhaul (Section 085-581f), "The towing pad or pads on the first ship of each class at a building yard shall be tested with a load equal to the design load for the fitting. Towing pads of following ships at the same building yard, if

the installation is identical to the tested ones, shall be tested by the dye penetrate, magnetic particle, or radiograph method."

Each individual ship in a specific class needs proof of accomplished non-destructive testing (NDT). This documentation can be found on the test-data plates attached to the first-built, or lead, ship of each class. If the lead ship has been decommissioned, check with your intermediate maintenance activity or with the technical library of the planning yard where the ship was built for the documentation.

NavSafeCen Point of Contact
BMCS(SW/AW) D. Tidwell
(757) 444-3520, Ext 7123 (DSN 564)
E-mail: dtidwell@safetycenter.navy.mil

Guard Against Overfusing Circuits

By EMC(SW) Rob Hill,
Naval Safety Center

The most common discrepancy found during afloat safety surveys is overfusing circuits. NSTM 300 identifies a fuse as a safety device. You create a hazard when you overfuse a circuit. The following recommendations help prevent overfusing and prevent resulting mishaps.

1) Purchase only approved equipment (high-speed buffers, fans, heaters, etc.) that meets shipboard circuit-design and operating or starting standards.
2) Ensure you have adequate supply of fuses aboard your ship, particularly of the most common, 15-amp fuses.
3) Educate those who maintain the electrical equipment about the dangers of overfusing a circuit.
4) Identify, report, and repair or tag out all equipment not operating within rated-fuse capacity.
5) Make sure circuits are fused properly by identifying fuse panels missing the fuse-rating or equipment label plates and by replacing the missing plates with correct fuse-data plates. (The label must indicate the circuit controlled, noun name, phase or polarity, and fuse-ampere rating).

Some common fuse-panel discrepancies include:

1) Loose or missing terminal lock nuts
2) Fuses installed with improper rating (wrong amperage)
3) Fuses made of non-silver ferrule (copper, nickel, or brass tips)
4) Broken fuse-panel door hinges
5) Grounded fuse panel
6) Illegal, piggyback circuits (you should have only one piece of equipment per fuse)

NavSafeCen Point of Contact
EMC(SW) R. Hill
(757) 444-3520, Ext 7304 (DSN 564)
E-mail: rhill@safetycenter.navy.mil

Will You Fall From A Failed Safety Rail?

By ETC(SW) Leon DuPlantier,
Naval Safety Center

During recent surveys, my attention was drawn to PMS for aloft ladders and climber safety-rails. After polling divisions who usually are responsible for the ship's aloft ladders being surveyed, I routinely conclude PMS on the ladders, rails and removable stanchions is either not performed, or is being done improperly.

Before one can label aloft equipment as being safe, the following PMS must be done by the responsible division: inspect ladder-climber-safety rail (6231/002), clean and inspect movable life-rails (6121/003), and inspect vertical and inclined ladders (6641/003). Also make sure all safety procedures in Appendix C8A of OpNavInst. 5100.19D, (w/chg 1) have been completed before going aloft. The accompanying photo shows an unsafe ladder where PMS was not done. On this ladder, welds were broken from both sides of more than one stanchion. We usually find when ladders and rails are in poor condition, no divisional PMS responsibility has been assigned. A division might not know it was responsible for aloft-ladder PMS maintenance, or a division might have assumed another division performed the PMS. It doesn't really matter: aloft ladders in poor condition unnecessarily risk lives.

Before going aloft, always check the aloft ladder and climber safety-rail for proper material condition. If it doesn't look safe, ask questions and get it fixed!

NavSafeCen Point of Contact
ETC(SW) L. DuPlantier
(757) 444-3520, Ext 7117
E-mail: lduplantier@safetycenter.navy.mil

Poor Life Raft PMS Has Repeat Offenders

By BMCS(SW/AW) Danny Tidwell,
Naval Safety Center

A day at sea could start out really badly if you are called to the bridge because your ship just lost a life raft. Why did you lose the raft? It could have been because of improper or neglected PMS. The MRC contains step-by-step procedures on how to secure a life raft in its cradle.

During recent safety surveys on both coasts, we regularly found the following life raft PMS problems:

- Rafts and sea painters were not secured according to PMS.
- Rafts were stowed in racks with more than a 15-degree angle to the horizontal. In this position, the drain holes were not at the required lowest point of the container and thus allowed water to accumulate.
- Hydrostatic-release devices were painted.
- Securing harnesses were worn out.
- There was incorrect lashing between hydrostatic-release devices and securing harnesses.

More problems could be listed, but you get the picture. Remember that the life raft will take care of you only if you take care of it. LCPOs and LPOs must get out and inspect their life-saving gear. Understand the MRC, and make sure Sailors are performing this critical life raft PMS regularly.

NavSafeCen Point of Contact
BMCS(SW/AW) D. Tidwell
(757) 444-3520, Ext 7123 (DSN 564)
E-mail: dtidwell@safetycenter.navy.mil

Now Available: Small and Large Foam Earplugs

By CDR Glen Rovig, MSC,
Navy Environmental Health Center

Are you tired of hearing complaints that the universal-fit, foam earplugs really do not fit everyone? A GSA contract is in-place for ordering disposable foam earplugs tailored to people with either small or large ear canals.

A fourth to a third of all foam earplug-users have either too small or too large ear canals to benefit from medium-sized earplugs, which are the only ones currently available (Sound Guard Earplugs, NSN 6515-00-137-6345). New Dynamics, the maker of Sound Guards, does not make this product in multiple sizes. So, currently there are no small or large-sized foam earplugs available as standard items.

However, under a new GSA contract, Tactical & Survival Specialties, Inc., is an approved vendor for different-sized earplugs. You can contact them toll-free at (877) 535-8774, commercial (540) 434-8974, at their website http://www.tacsurv.com, or via e-mail at sales@tacsurv.com.

Following are nomenclatures and prices for foam earplugs appropriate for small and large ear canals.

Small ears:
Part # 1241-310-1009; EAR Classic SuperFit 30, NRR 30dB, uncorded in pillow packs, 2,000 pairs per case. $240.00

Large ears:
Part # 1241-310-1008; EAR Classic SuperFit 33, NRR 33 dB, uncorded in pillow packs, 2,000 pairs per case $252.00

Each of the SuperFit foam earplugs includes an orange-colored band in the center third of its length. When the plugs are properly inserted, the orange rings won't be visible, indicating a proper two-thirds insertion depth has been achieved. The Sound Guard foam earplugs only fit people with average-sized ear canals.

These earplugs are authorized for operational and industrial use within environmental noise level limitations, communication needs and user ear-canal size.

The author is the operational audiology officer at the Navy Environmental Health Center and can be reached at (757) 953-0772 (DSN 377), or fax (757) 953-0670

Q: What is the stock number for the yellow and black tape used to outline eye hazard areas?

A: 9905-01-342-2096

Here's To Paint In Your Eye!

By GSCS(SW) John Davis,
Naval Safety Center

Let's begin this article by asking you—the reader—a simple question, "What is paint?" The only correct answer is "a chemical." That's right: Paint is a chemical, which--if you check the material safety data sheet (MSDS)--means when you use it you must wear personal protective equipment.

A continuing problem seen during shipboard safety surveys indicates many Sailors using paint lack both knowledge and adequate supervision. They also aren't wearing prescribed PPE, and are continuously getting paint in their eyes. A major problem—yes—but one easily fixed.

The first step is for supervisors and those under their charge to avoid mishaps by becoming familiar with the MSDS for the paint to be used and to wear prescribed PPE. Chapter B3 in OpNavInst. 5100.19D also delineates supervisors' responsibilities for working with hazardous material. They include:

- Making sure not only that approved personal protective clothing and equipment are used, but that the equipment is maintained in good condition and replaced or repaired as required.
- Make sure Sailors are trained beforehand how to handle and work with hazmat. They also should know the MSDS' contents and be aware of any potential hazards of the hazmat with which they'll be working. Sailors should also know where the MSDS is located in case they need to review it. Anyone who is in doubt about working with hazmat or who has questions should get clarification before tackling any work involving hazmat: Don't be embarrassed to ask for help.

Meanwhile, below are some examples of some required PPE when working with hazmat. Read applicable Navy and shipboard instructions for specific requirements of specific work with which you'll be involved.

- Splash-proof chemical goggles, commonly known as the non-vented type. They keep paint from splashing into the eyes.
- Chemical-resistant (Nitrile) gloves, not latex medical gloves. Gloves prevent chemical irritants from getting onto skin.
- Respirators could be required, depending on whether you're painting on the weather-decks, or within the skin of the ship. Inside painting requires an air-purifying, fitted half-mask or full-face respirator--during and after painting--unless air-monitoring indicates vapor or mist levels are below applicable NAVOSH levels. Always follow the respirator manufacturer's directions for use. Ventilation also is required to disperse gases or vapors to weather decks using blowout (forced exhaust) ventilation or with natural ventilation like open doors and hatches. If atmosphere is potentially flammable or explosive, only explosion-proof fans shall be used for blowout ventilation.

Again, it is emphasized these safety measures can be found either on the MSDS or in Chapter B0302 of OpNavInst. 5100.19D, (Navy Occupational Safety and Health Program Manual for Forces Afloat). Other learning resources are available at http://www.norva.navy.mil/navosh.

NavSafeCen Point of Contact:
GSCS(SW) J. Davis
(757) 444-3520, Ext. 7114 (DSN 564);
E-mail: jdavis@safetycenter.navy.mil

EEBD: In the Hood

By DCC(SW) James Cash,
Naval Safety Center

We have received numerous phone calls and e-mails asking if Sailors are required to wear the hood to the Ocenco EEBD. NAVSURFWARCEN COASTSYSTA PANAMA CITY 241728Z JUL 01 (NOTAL) states, "Ocenco will continue manufacturing the EEBD with the hood. The use of the hood is optional." The hood is intended for use in areas where eye irritation may occur.

Direct all questions or comments to Cathy Carpenter of the Naval Surface Warfare Center, Coastal Systems Station at commercial (850) 234-4653, or e-mail her at carpenter@ncsc.navy.mil.

NavSafeCen Point of Contact:
DCC(SW) J. Cash
(757) 444-3520, Ext. 7119 (DSN 564)
e-mail: jcash@safetycenter.navy.mil